

Secretary of State. Jean Burnet and Howard Palmer, general editors of the series, charged the authors with covering the following topics: the Polish historical background, settlement patterns, ethnic identity and assimilation, ethnic associations, population trends, religious values, occupations and social class, the family, the ethnic press, language patterns, political behaviour, education, inter-ethnic relations and the arts and recreation.

While the above list may appear to be exhaustive it can also lead to unfortunate results. Since the authors had to cover these specific topics they could not focus on any one in particular and, therefore, the book reads like an encyclopaedia. Hence, one can find a lot of information about Canadian Poles in this work but, at the same time, one can be annoyed by the absence of a unifying theme and the presence of too much repetition. The authors, for instance, tell us on three separate occasions (pp. 65, 111 and 147) that Polish Oblates established their people's first newspaper in Canada. Furthermore, by treating each topic in isolation, the authors inadvertently contradict themselves as when they assert on page 48 that the Poles suffered greatly from the Depression and then, on page 175 that they survived the economic crisis quite well. The editors would have served the public better if they had instructed their contributors to cover a certain number of topics but to do so in their own way, rather than having to follow a rigid format.

On the other hand the book is well-documented and handsomely illustrated. Henry Radecki, trained by his Ph. D. dissertation on Canadian Poles, uses a great variety of evidence for his statements. Benedykt Heydenkorn, a representative of the Polish community and an expert on its dynamics, adds colour, authenticity and a personal touch to the story. Excellent photographs portray the evolution of Polish settlements from the late 19th century to the present, and well-organized tables add weight to the presentation. In spite of its organizational faults, this book will serve the general public and scholars quite well.

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JOHN P. MCKAY. — *Tramways and Trolleys: The Rise of Urban Mass Transport in Europe*. Princeton, New Jersey: Princeton University Press, 1976.

One of the least likely vehicles of revolution would seem to be the electric trolley car. Yet this slender volume argues convincingly that in Europe (perhaps unlike the United States) the unprepossessing "tram" changed the face of cities and society at the turn of the century.

The impact of the new technology was revolutionary, the author argues, in two respects. First, the new development created sharp, discontinuous and fundamental change in the nature and volume of the clientele of urban transit, in urban living patterns, and in some urban living styles. And second, the changes wrought by the trolley car were "once and for all". Subsequent variants in urban mass transportation (including perhaps the automobile) only altered in detail, but not in substance the patterns imposed by the humble "street car".

The revolutionary impact of the "trolley" flowed from its ability to meet environmental aesthetic, cultural, technical, economic requirements of British and European urban society. These requirements had not been met by the horse

car, horse omnibus, accumulators and a number of other early applications of animal, steam and electrical power to traction. None could provide the speed, capacity, range, reliability, low fares, and economic returns that were necessary components of an alternative to foot travel for the mass (though not the elite) of late nineteenth century urban society. None had, as a result, an appreciable impact on nineteenth century urban patterns. The "streetcar", and in particular the "trolley" operating from overhead wires, met all the requirements, though its ugly overhead lines created resistance and required some imaginative compromises to overcome aesthetic sensibilities and ensure its acceptance.

The impact of the "tram" in scale is perhaps the most obvious measure of its revolutionary role. Passengers carried by the horse car had by the 1880s reached an upper limit of about 80 riders per capita annually; the "trolley" by 1913 had reached an upper limit of about 270 riders. In effect, the street car, with its low fares, was for the first time putting a new social stratum — the workingman — on wheels.

The repercussions were enormous. The workingman was no longer tied to his place of work, and like the upper and middle classes, could participate in the long-range diurnal flow of humanity between place of residence and place of work. Freed from the necessity of a residence in the centre of the city, he began his flight to the "suburbs", to create an historically unprecedented expansion of European cities, which hitherto had been forced to confine their growing industrial populations within their increasingly crowded and noisome medieval limits. The "trolley" also gave the lesser classes, for the first time, access to recreational potential outside the city, an opportunity so welcome that in some cities passenger traffic on Sundays was greater than that of weekday rush hours. Finally, the "trolley" created marked change (for the better) in working conditions for its operators.

Though the social impact of the street car forms the primary (and revolutionary) motif, McKay's book also devotes a good deal of space to ancillary themes that one suspects might be considered equally revolutionary, if not in the questions answered, at least in those illuminated. Most important are those themes respecting the development, diffusion and management of major technological innovation, as well as those centering on the relationship of public and private institutions in this process of innovation.

McKay provides a final, important service in his book. His approach is comparative, focusing primarily on Germany, France and Britain, and he manages to isolate the significant areas of comparison rather than the puerile and tendentious ones so often found in works of this sort. That is, he has established some structural dicta about the evolution of tramways and trolleys that other historians, in other places, including Canada, might investigate to their benefit and to ours.

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GEORGE B. LÉON. — *The Greek Socialist Movement and the First World War: The Road to Unity* — Boulder: East European Quarterly, 1976.

G. B. Léon est professeur d'histoire à Memphis State University. Ce livre paraît à la suite de celui qu'il publia en 1974, intitulé, *Graece and the Great Po-*